

## STARTING THE ENGINE

If the engine refuses to start, frustration may result in forgotten basic starting principles and procedures. The following outline will serve as a guide for the basic starting procedure. In all cases, make sure there is an adequate supply of fuel in the tank.

A rich air/fuel mixture is required when starting a cold engine. To accomplish this, the carburetor is equipped with a choke (starter jet) circuit and primer circuit.

### NOTE

*The knob that actuates the starter jet is often incorrectly identified as the **choke** knob. The knob does not operate a choke plate, which is found in some carburetors to enrich the mixture for starting. The knob operates the starting enrichment valve (SE) which provides additional fuel into the carburetor bore to produce a rich mixture for starting.*

Use the choke circuit when the ambient temperature is  $-15^{\circ}$  to  $35^{\circ}$  C ( $5^{\circ}$  to  $95^{\circ}$  F). Use the primer circuit when the ambient temperature is below  $-15^{\circ}$  C ( $5^{\circ}$  F).

The choke circuit is controlled by the cable knob (**Figure 2**) mounted on the handlebar. To open the choke circuit for starting a cold engine, pull up the knob. After the engine starts and warms up, push down knob all the way.

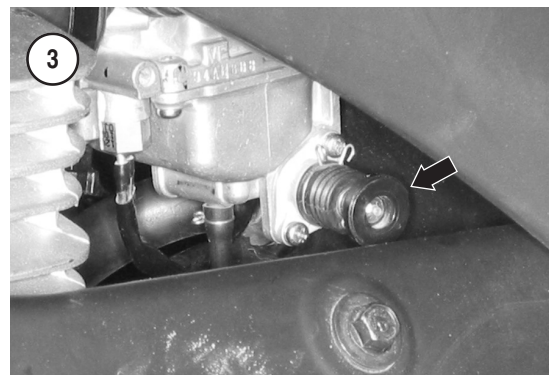
The primer circuit is operated by the primer knob (**Figure 3**) mounted on the carburetor float bowl. To use the primer circuit, push the knob in two or three times before operating the starter button or recoil starter.

### CAUTION

*When trying to start the engine in the following procedure, do not operate the starter for more than 5 seconds at a time as starter damage due to overheating may result. Wait approximately 10 seconds before operating the starter button again. If necessary, use the recoil starter.*

### Engine is Cold

1. Shift the transmission into neutral so the neutral indicator light glows. Set the parking brake.
2. Turn the ignition switch on.



### NOTE

*The on position of the ignition switch is indicated by a vertical line (I).*

3. Turn the fuel valve to on.
4. Pull the choke knob (**Figure 2**) up.

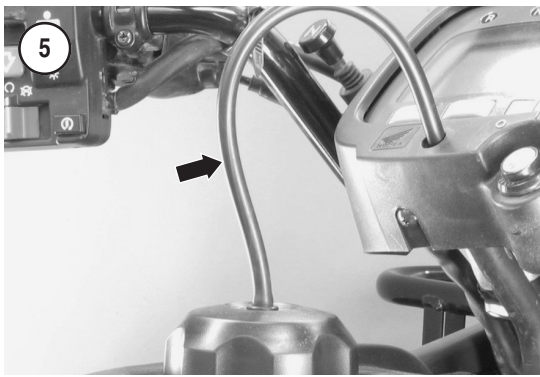
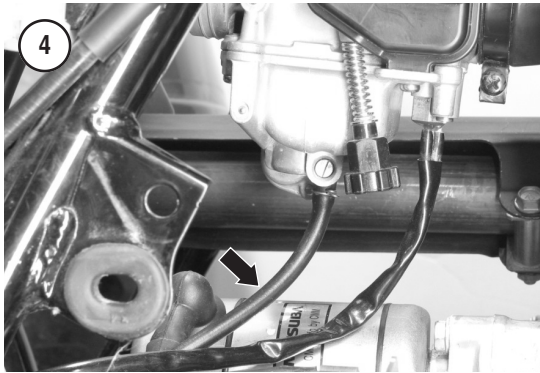
### NOTE

*If the ambient temperature is below  $-15^{\circ}$  C ( $5^{\circ}$  F), push the primer knob (**Figure 3**) two or three times before operating the starter button or recoil starter.*

5. With the throttle completely closed, push the starter button or operate the recoil starter.
6. When the engine starts, push the throttle slightly to keep it running.
7. Idle the engine for approximately a minute or until the throttle responds cleanly, then push the choke knob off.

### Engine is Warm or Hot

1. Shift the transmission into neutral so the neutral indicator light glows. Set the parking brake.



2. Turn the ignition switch on.

**NOTE**

*The on position of the ignition switch is indicated by a vertical line (I).*

3. Turn the fuel valve on.
4. Make sure the choke knob (**Figure 2**) is pushed down.
5. Open the throttle slightly and push the starter button or operate the recoil starter.

### Engine is Flooded

If the engine is hard to start and there is a strong gasoline smell, the engine is probably flooded. If so, push the choke knob down (**Figure 2**). Open the throttle all the way and push the starter button or operate the recoil starter until the engine starts. If the engine is flooded badly, it may be necessary to remove the spark plug and dry its insulator, or install a new plug. When a flooded engine first starts to run, it will initially cough and run slowly as it burns the excess fuel. As the excess fuel is burned, the engine will accelerate quickly. Release the throttle at this

point. Because a flooded engine smokes badly when it first starts to run, start the engine outside and in a well-ventilated area with its muffler pointing away from all objects. Do not start a flooded engine in a garage or other closed area.

**NOTE**

*If the engine refuses to start, check the carburetor overflow hose attached to the fitting at the bottom of the float bowl (**Figure 4**). If fuel is running out of the hose, the float valve is stuck open or leaking, allowing the carburetor to overfill. If this problem exists, remove the carburetor and correct the problem as described in Chapter Eight.*

### STARTING DIFFICULTY

If the engine cranks but is difficult to start, or will not start at all, do not drain the battery. Check for obvious problems first. Go down the following list step by step. Perform each step while remembering the three engine operating requirements described in this chapter.

If the engine still will not start, refer to the appropriate troubleshooting procedure that follows in this chapter.

1. Make sure the choke knob is in correct. See *Starting the Engine* in this chapter.
2. Make sure there is a sufficient quantity of gasoline in good condition in the fuel tank. If in doubt, drain the fuel and fill it with a fresh tank full. Check for a clogged fuel tank vent tube (**Figure 5**). Remove the tube from the filler cap, then wipe off one end and blow through it. Remove the filler cap and check for a plugged hose nozzle.

**WARNING**

*Do not use an open flame to check in the tank. A serious explosion is certain to result.*

3. Disconnect the fuel line (**Figure 6**) from the carburetor and insert the end of the hose into a clear container. Turn the fuel valve on and see if fuel flows freely. If fuel does not flow and there is a fuel filter installed in the fuel line, remove the filter and turn the fuel valve on again. If fuel flows, the filter is clogged and must be replaced. If no fuel comes out, the fuel valve may be shut off, blocked by

Copyright of Honda TRX350 RANCHER, 2000-2006 is the property of Penton Media, Inc. ("Clymer") and its content may not be copied or emailed to multiple sites or posted to a listserv without the copyright holder's express written permission. However, users may print, download, or email articles for individual use.